NTSB Public Hearing

USAirways 1549

Testimony for NTSB Public Hearing on US Airways Flight 1549 Accident of January 15, 2009

Subject: Airports

To: National Transportation Safety Board

By: Michael J. O'Donnell

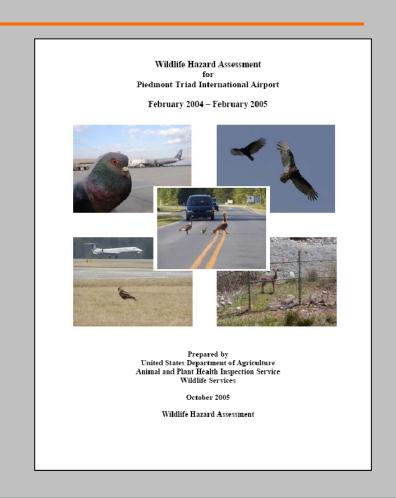
Director, Airport Safety and Standards

Date: **June 10, 2009**



139.337(b) ... A Wildlife Hazard Assessment is conducted when:

- 1. Multiple wildlife strikes
- 2. Substantial damage from wildlife strike
- 3. Engine ingestion of wildlife
- 4. Wildlife of size, or in numbers, capable of causing any of the previous events is observed on or near airport



139.337 (c) WHA shall contain at least the following:

- 1. Analysis of events or circumstances that prompted the WHA
- 2. Identification of species observed, numbers, location, movements, daily and seasonal occurrences
- 3. Identification of attractants, on and near the airport
- 4. Description of hazards
- 5. Recommended actions for reducing hazards

139.337 (e) If a WHMP is needed, the plan shall...

- 1. Provide measures to alleviate, or eliminate wildlife hazards...
- 2. Be submitted to, and approved by, the FAA prior to implementation
- 3. ...become a part of the Airport Certification Manual

139.337 (f) Plan shall include at least the following:

- 1. Authorities and responsibilities
- 2. WHA actions target dates for initiation and completion
- 3. Wildlife hazard management procedures
- 4. Habitat management
- 5. Permits (local, state, and federal)
- 6. Resources
- 7. Training
- 8. WHMP review / evaluation

NTSB Closed Unacceptable

- A-99-88. In consultation with the
 U.S. Department of Agriculture, require that
 wildlife assessments be conducted at all
 14 Code of Federal Regulations Part 139
 airports where such assessments have not
 already been conducted.
- "Wildlife of size, or in numbers, capable of causing any of the previous events is observed on or near airport."

Airports With Triggers and No WHA...

- FAA Identified approximately 95 certificated airports with triggering events and no Wildlife Hazard Assessment.
- Publish Cert Alert to have inspectors contact airports and direct them to start Wildlife Hazard Assessments.
- Regular reporting on status, emphasize voluntary compliance with all airports.
- Initiated rulemaking to require all certificated airports to conduct initial and periodic Wildlife Hazard Assessments.

Mandatory Reporting

- •No consensus among the wildlife community whether 20% reporting is adequate, or if 20% is current level of reporting.
- •FAA has initiated a study to determine what level of reporting required to be statistically significant. Mandatory reporting may not be necessary if current level of reporting is statistically significant. (results due early fall).
- •If current level of reporting is not adequate FAA will proceed with rulemaking to require mandatory reporting.
- Education and awareness

Rules, Regulations and Permits Governing Wildlife Control At Airports

FAA Regulations, Advisories and CertAlerts

Non-FAA Federal Laws and Policies



Migratory Bird Treaty Act



Bald and Golden Eagle Protection Act



Endangered Species Act



National Environmental Policy Act (NEPA)



Executive Order 13112 of February 3, 1999



Clean Water Act (wetlands protection)

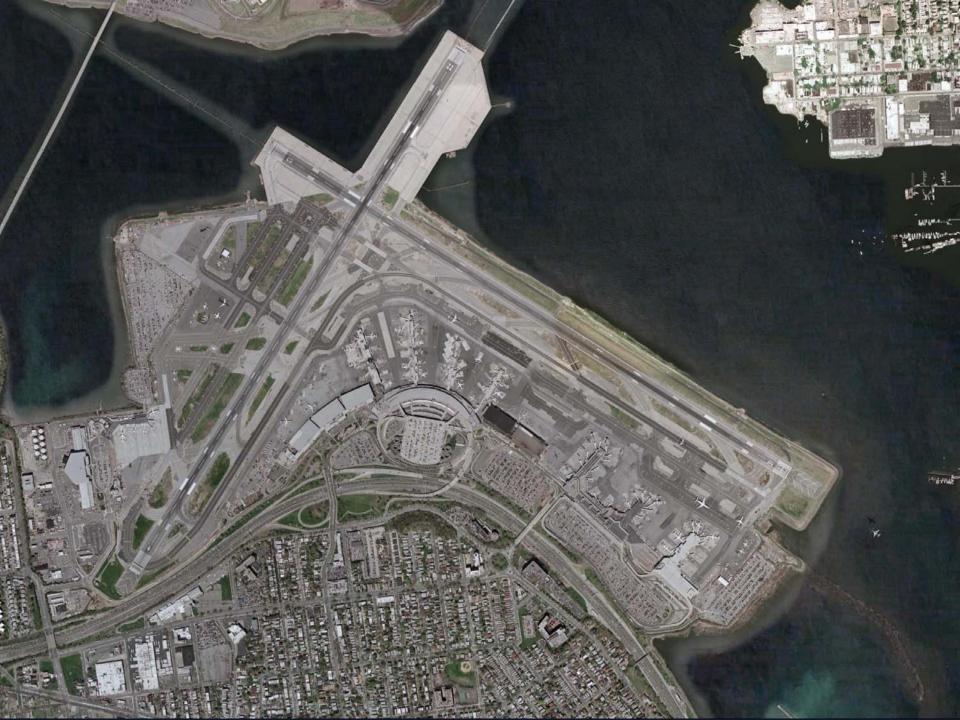


Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

State Laws and Policies

Local Laws and Ordinances





FAA Advisory Circulars

AC No: 150/5200-32A REPORTING WILDLIFE AIRCRAFT STRIKES 12/22/04

AC No: 150/5200-33B HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR

AIRPORTS 8/28/2007

AC No: 150/5200-34A CONSTRUCTION OR ESTABLISHMENT OF LANDFILLS

NEAR PUBLIC AIRPORTS January 26, 2006

AC No: 150/5200-36

Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports June 28, 2006



Airport Wildlife Hazard Log and Bird Strike Collection

\$ II.S. GPO-1997_018_080/60203

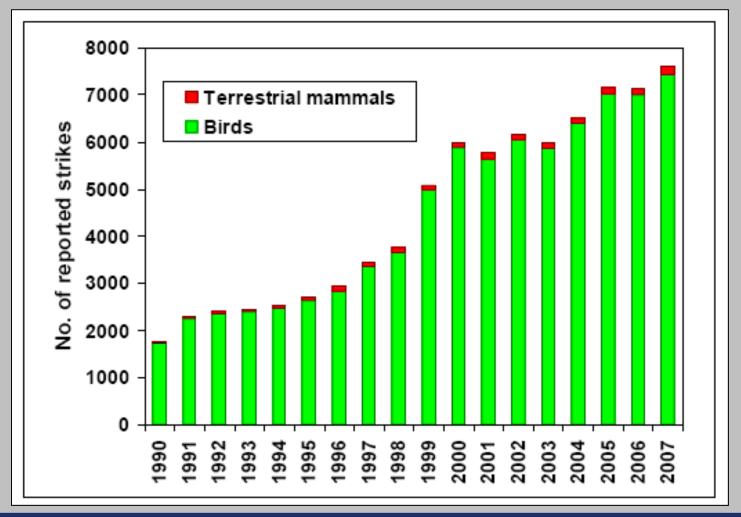
U.S. Deportment of Transportation Federal Aviation Administration	RD/OTHER WILDLIFE STRIKE REP		pproved OMB NO. 2120-	Wildl	lite Str	ike R	eporting	to th
Name of Operator	2. Aircraft Make/Model	3. Engine Make/Mod	el		Flect	ര്ത്ത	or Papel	r
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12. Phase of Flight	13. Part(s) of Aircraft Struck or Damaged Struck Damage	1	Struck Dama	ged				
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14. Effect on Flight None Aborted Take-Off Precautionary Landing	15. Sky Condition No Cloud Some Cloud Overcast	16. Precipitation Fog Rain Snow	-	BIRD/OTHER WILDLIFE STRIKE REPORT Form Approved OMB NO. 2120-0045				
☐ Engines Shut Down ☐ Other: (Specify)		□ None		1. Name of Operator	2. Aircraft Make/Model		3. Engine Make/Model	
17. Bird/Other Wildlife Species	18. Number or birds seen and/or struck	19. Size of Bird(s) Small Medium Large	14	Aircraft Registration GA. Flight Number	5. Date of Incident mm dd yyyy 6B. Wildlife/Bird Remains Collected Sent to St		6. Local Time of Incident Dawn Dusk Hr Min Day Night AM PM	p
20. Pilot Warned of Birds Yes No			1	7. Airport Name	8. Runway Used	minsonian	9. Location if En Route	
21. Remarks (Describe damage, injuries and other pertinent information)				10. Height (AGL) ft	11. Speed (IAS)	kts	(Nearest Town/Reference & State)	
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http://wildlife.pr.erau.edu/strikeform/birdstrikeform.html

NATIONAL WILDLIFE STRIKE DATABASE IS ACCESSIBLE TO PUBLIC



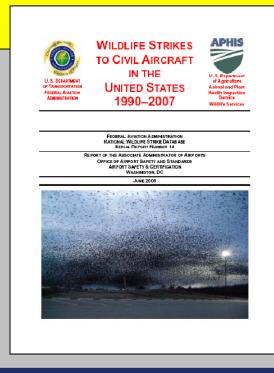
REPORTED WILDLIFE STRIKES WITH CIVIL AIRCRAFT, USA, 1990-2007

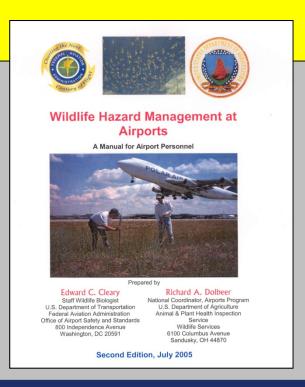


FAA MANAGES WILDLIFE HAZARDS:

REGULATIONS – TRAINING - EDUCATION/ OUTREACH

RESEARCH/ DATA COLLECTION





Wildlife Management at Non-Certificated Airports

- These airports are not regulated under part 139.
- Many are subject to FAA grant assurances
 - Grant Assurance 19 provides for a safe operating environment
 - Grant Assurance 21 provides for compatible land use
- The FAA helps these airports by:
 - Providing funding
 - Providing technical expertise

In Conclusion The FAA...

- Understands that 73% of reported bird strikes occur below 500 feet.
- Recognizes the above, and has provided \$387 million in AIP funds to airports for wildlife mitigation projects since 1997.
- Funds \$2.5 million annually for wildlife research programs (\$12.6 million since 1999).

- Is working with USDA and industry to increase awareness and quality of reporting (only 26% of reports identify species).
- Has an industry outreach plan and will vastly improve the wildlife strike reporting web site.
- Will apply Safety
 Management System (SMS)
 principles to identify and mitigate wildlife risks to aircraft.